YEAR 1923 BOOK

The World's Sea Lanes Lead to the

PORT OF PORTLAND

PORTLAND, OREGON U.S.A.

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The Port of Portland

AUSTRALIA, NEW ZEALAND AND STRAITS SETTLEMENTS
GEO. T. WEBSTER, REPRESENTATIVE
HOTEL RAFFLES, SINGAPORE

SOUTH AMERICAN COUNTRIES
T. C. FARRAND, REPRESENTATIVE
ON TOUR

ISSUED BY
THE TRAFFIC DEPARTMENT
THE PORT OF PORTLAND
AND
THE COMMISSION OF PUBLIC DOCKS
SPALDING BUILDING
PORTLAND, OREGON
U. S. A.

EASTERN OFFICE
C. A. LOCKHART, EASTERN TRAFFIC AGENT
515 BARCLAY BUILDING
299 BROADWAY
NEW YORK CITY

FOREIGN OFFICE
W. G. TAIT, ORIENTAL REPRESENTATIVE
PORT OF PORTLAND
122 HIGASHI-MACHI
KOBE, JAPAN

The World's Sea Lanes Lead to

The Port of Portland

Portland, Oregon

U. S. A.

Service -- Statistics -- Advantages
Trade Territory

1923

VESSEL ENTERING COLUMBIA RIVER

Columbia River

Depth at Mouth Entrance channel from Pacific Ocean through mouth of Columbia River leading to Port of Portland is 43 feet deep for a width of 4000 feet and for a width of a mile and a half is 40 feet deep at mean low tide. (From Survey U. S. Army Engineers' Department June 1922.)

Channel Protection Rock jetties were built by the U. S. Government at the river's mouth extending far into the ocean. These jetties increase depth of the water each year.

Navigation Facilities All necessary aids to navigation are supplied at the channel entrance for uninterrupted navigation day and night.

Pilotage Service At the entrance to the Columbia River, pilots are placed aboard or taken off vessels by pilot tugs of the Port of Portland.

Fog Minimum Fog hours are less at Columbia River entrance than any port on Pacific Coast according to records of U. S. Lighthouse Service.

Channel Depths Channel will accommodate vessels of 30 feet draft at zero stage. Actual depth during nine months of year, 5 to 15 feet above zero, plus tide water.

Channel Conditions Channel conditions are satisfactorily maintained and constantly improved by U. S. Government and Port of Portland.

Modern Municipal Terminals are Available

Port of Portland Harbor

Port Location Port of Portland harbor is situated at the confluence of Columbia and Willamette Rivers, 108 miles from the ocean.

Safe Harbor Marine losses from cyclones, hurricanes and other destructive forces of nature are unknown in Port of Portland harbor.

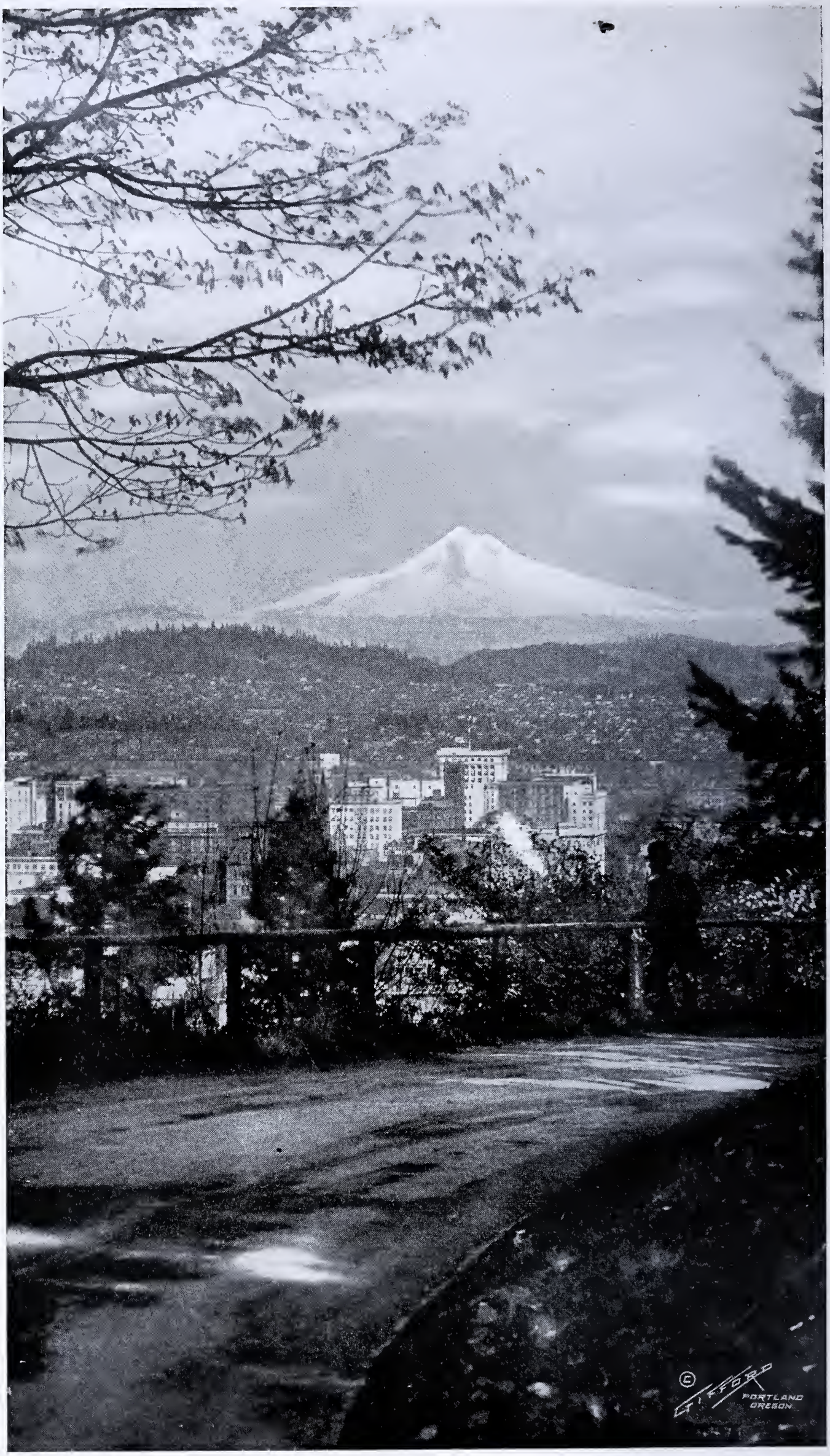
River Current Handling of vessels in harbor is safe and easy due to moderate current of river.

Water Frontage Portland's harbor frontage is nearly 29 miles, all within city limits. This frontage is developed with terminals, piers, docks and industrial sites for the accommodation of shipping and industry.

Depth and Width River depth between established harbor lines is from 30 to 60 feet—width from 900 to 1600 feet.

Fresh Water Portland has an absolutely fresh water harbor. Exceptional opportunity for cleaning a ship's hull and boilers is thus afforded.

Connecting Waterways There is also an improved system of waterways between the port and the resources of the interior, with 502 miles of streams now navigable for light draft vessels, including the Columbia, the Willamette, and the Snake Rivers.



PORTLAND, A CITY OF HOMES

The City of Portland

Population Portland is the twenty-fourth largest city in the United States according to 1920 U. S. Census. The estimated population January 1, 1923 is 308,000.

Area Portland occupies an area of 66.46 square miles including water area of 5 square miles.

Climate Average annual temperature is 53.5 degrees; average minimum temperature (January) 34 degrees, and average maximum temperature (July) 78 degrees. Average precipitation 43.88 inches.

Banking Portland has twenty-eight banks, six of which maintain Foreign Trade Departments.

Rubber Two rubber industries, utilizing the importation of rubber from the Orient in the manufacture of rubber heels, soles, sundries, and automobile tires and tubes, are important industrial features of Portland.

Exports Portland is the leading export city on the Pacific Coast according to U. S. Shipping Board figures.

Livestock Portland is the livestock center of the Pacific Coast. Several of the West's largest meat packing establishments are located within the confines of the city.

Distributing Center Portland is the natural distribution center of the Columbia River Basin, an area of 254,000 square miles.

Health The equable weather conditions prevailing at Portland are almost perfect from the standpoint of working efficiency, according to figures from the U. S. Department of Meteorology.

Scenic Surroundings Portland is world famous for culture of roses, with its parks, boulevards and highways, veritable lanes of rose gardens, and its annual Rose Festival, famous among celebrations of the nation. Hundreds of miles of hard surfaced highways radiate from the city, the most noted being the Columbia River Highway.

Aeroplane View of Port of Portland Drydock Plant

Port Facilities

Municipal Development Portland has invested approximately $10,000,000 in modern terminal facilities, with the most modern equipment capable of handling all water-borne commodities.

Private Facilities Adequate private facilities are also available for loading of lumber, wheat, flour, and general cargo.

Dry Docks The Port of Portland owns and operates two sectional floating drydocks, one of 10,000 tons and one of 15,000 tons deadweight lifting capacity.

Barges and Lighters Both municipally and privately owned barges and lighters are available for services of vessels needing such equipment.

Towage Service Towage service is operated by the Port of Portland as well as by private agencies, between the sea and Portland and way points.

Dredging Equipment The Port of Portland owns and operates a fleet of three suction dredges which are busily engaged in improving the harbor and the river between Portland and the sea. There are also U. S. Government dredges helping in this work as well as private dredges which are available when needed.

Municipal Terminal No. 1 Has Berthing Space for Five Vessels

Municipal Facilities

Municipal Terminal Number 1

Known as the Fifteenth Street Terminal within easy trucking distance of the center of the city. Has berthing space for five vessels.

Improvements and Capacity

Site contains 15.2 acres. Quay dock construction with two piers. Three transit sheds 935x100 feet, 330x176 feet and 500x187 feet respectively, with warehouse in rear of dock, 190x200 feet.

Use

This terminal is used primarily for Intercoastal shipping. It has a sprinkler system, and all modern devices for the convenient handling of cargo.

Municipal Terminal Number 2

Two-level quay dock 526x100 feet covered with transit shed and provided with automatic sprinkler system. Equipment consists of cargo hoists, electric freight pilers, elevators and ample trackage facilities.

Use

This terminal is used almost entirely by coastwise business, both passenger and freight. Its cargo capacity is 9000 tons general cargo.

Municipal Terminal Number 3

Quay dock, 540 feet long with transit shed 440x100 feet. Facilities include ample trackage and electric piling machines.

Use

This terminal is used mainly as a storehouse for wool brought down from the Interior.

A View of Interior and Exterior of New Apple Warehouse

Municipal Terminal Number 4

Municipal Terminal Number 4

This is the most extensive and modern development of the port. It is recognized as equal to any on the shores of the Pacific.

Area

The terminal occupies approximately 160 acres, including 50 acres of industrial sites which can be leased to private companies for industrial purposes.

Principal Features

Chief among modern improvements at this terminal are million bushel capacity grain elevator; battery of steel tanks complete for handling vegetable oils or other liquid cargoes; apple storage warehouse capable of holding 500,000 boxes of apples at one time; two massive sheds on piers and bulk commodity storage plant for handling phosphate rock, ores, coal, etc.

Pier Number 1

This pier is 1500 feet long, 600 feet of which has two levels; has transit shed 1500 feet by 180 feet, protected by automatic sprinkling system. An extension has been completed at right angles to pier No. 1, 150x328 feet, extending down the river.

Use

Pier No. 1 has a floor space for 35,000 tons of general cargo or 56,000 tons of grain and flour. Grain vessels receive their loads of bulk and sacked grain here. Cargo from the Orient for trans-shipment is also handled at pier No. 1. The extension will be used for loading the fruit stored in the warehouse directly in the rear.

Six Vessels can Easily be Accommodated in Slip No. 1 at Terminal No. 4

Municipal Terminal Number 4

Slip Number 1

Slip Number 1 is 1500 feet long. It is 280 feet wide and has a depth of 32 feet at low water stage. Six vessels can easily be accommodated in this slip, three at Pier Number 1 and three at Pier Number 2.

Pier Number 2

Pier Number 2 is 1500 feet long. It has a transit shed 750 feet long by 180 feet wide—the remainder being used as open storage for logs, lumber, and other heavy commodities.

Use

Until the completion of the apple storage warehouse, much of the fruit destined for Europe or the Eastern United States was stored and loaded from this pier. Now it is used for general cargo and as a passenger dock for the South American service.

Bulk Oil Storage Plant

Eleven steel tanks with a combined capacity of 1,092,000 gallons are available for molasses and vegetable oil storage. All necessary equipment for dumping, pumping, weighing, filling and barreling, and heating is provided.

Pier Number 5

Pier Number 5 is a bulk commodity storage plant for the handling of cargoes of phosphate rock, ores, logs, lumber, coal, sulphur, etc. The plant is equipped with box car unloader, two traveling towers, hoppers, tripper, chutes, bins, and automatic scales. It has a 665 foot long quay dock, 900 foot pier, and can berth three vessels at one time.

U. S. Shipping Board "502" Type Passenger Vessel Sailing from Portland

Port Service

Foreign Portland has nine lines giving regular service to the Orient, three to Australia, eleven to the United Kingdom and Europe, five to the West Coast of South America, one to the East Coast of South America and three to the West Indies.

Domestic Shipping There are twelve lines engaged in the Intercoastal trade to North Atlantic Ports, three to Gulf or South Atlantic Ports and seven in the Coastwise trade of the Pacific Coast.

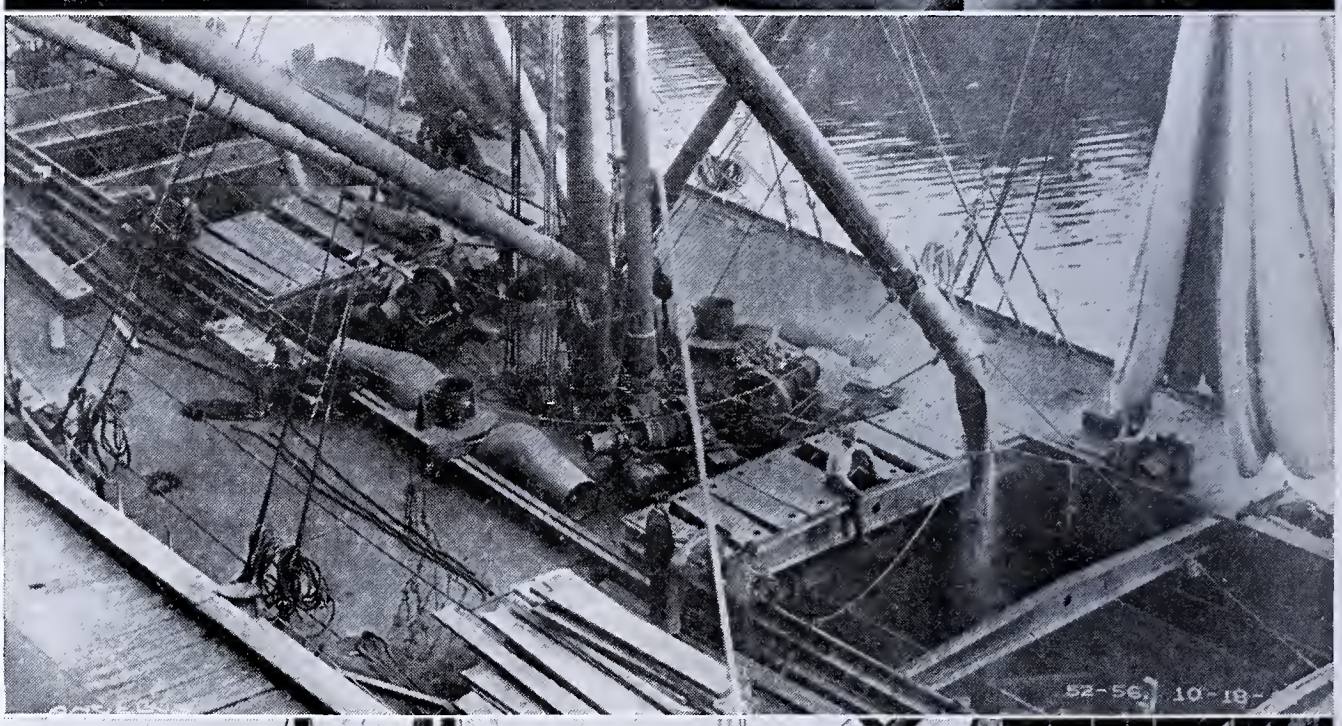
Railroads Ten railroads serve the port, five of which are transcontinental.

Highways Good paved highways radiate in all directions from Portland, and large amounts of cargo are brought to the terminals by the established auto truck lines.

Fumigation Portland has a plant for the fumigation of cotton and other foreign products. Facilities are also provided for the reconditioning and cleaning of various commodities requiring such service.

Shipping Agents Foreign freight forwarders, custom house brokers, ship brokers, weighmasters, analytical chemists, samplers, warehousemen, and other agencies that enter into foreign trade are established.

Custom Service Efficient Customs officers, appraisers, and stevedoring companies are available at all times. Customs officers have permanent quarters on all piers where foreign cargo is handled.



PORTLAND IS THE SECOND DISTRICT IN THE UNITED STATES IN THE EXPORT OF WHEAT

Privately Owned Facilities

Terminal Facilities Besides the municipal Terminals there are many privately owned and operated docks.

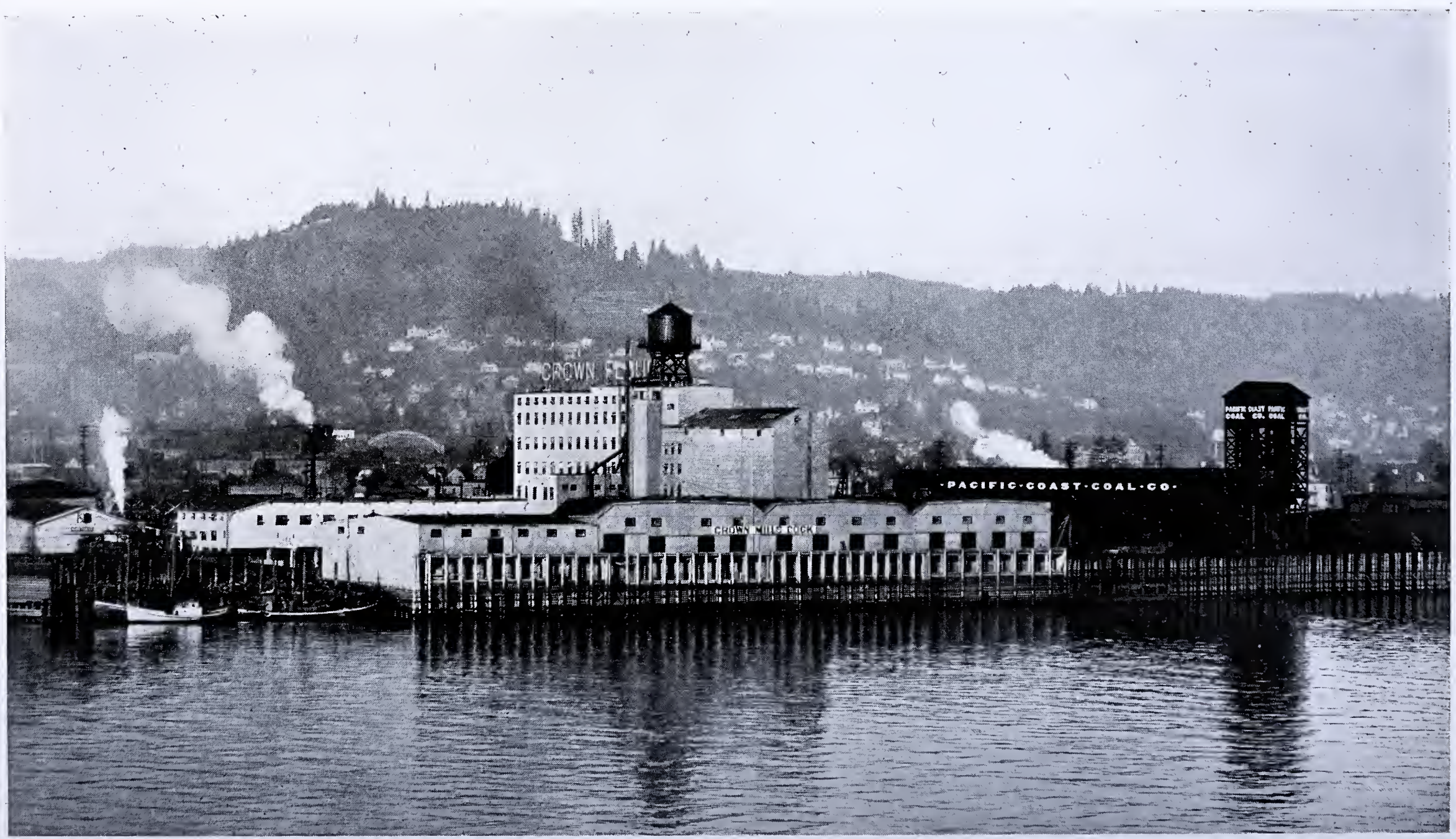
Lumber Docks Lumber is the second largest export from Portland. Many million feet of lumber are sent out by boat annually. It is loaded at the following eleven docks:

	Length	
Clark & Wilson Lumber Co.	580	feet
Eastern & Western Lumber Co.	655	"
J. L. Harvey Dock	620	"
Inman-Poulsen Lumber Co.	540	"
Multnomah Lumber & Box Co.	340	"
North Pacific Lumber Co.	650	"
Peninsula Lumber Co.	2000	"
Portland Lumber Co.	455	"
St. Johns Lumber Co.	570	"
Southern Pacific Spur Lbr. Dock	1230	"
West Oregon Lumber Co.	370	"

Grain and Flour Docks Portland was the second largest exporter of grain in the United States for the fiscal year ending June 30, 1922. Grain has been shipped from Portland long before the Municipal Docks were built, the greater part still going from the following:

	Length	
Albers Bros. Docks Nos. 1 and 2	460	feet
Albina Dock	775	"
Columbia Dock Number 1	355	"
Crown Mills Dock	300	"
*Globe Milling & Elevator Dock	380	"
*Irving Dock	400	"
Mersey Dock	325	"
Pacific Coast Elevator Co.	560	"
Portland Flouring Mills Co.	560	"
*Three-fourths of Spokane, Portland and Seattle Railway Dock (1000ft.)	750	"

*Equipped for bulk handling.



Excellent Private Dock Facilities are Available

General Cargo Docks

Private Docks

The following private docks handle general cargo:

	Length	
Montgomery Dock Number 2	550	feet
Albers Dock Number 3	305	"
Ainsworth Dock (Union Pacific)	1000	"
Couch Street Dock	260	"
Oregon-Washington Dock (Union Pacific)	560	"
One-fourth of Spokane Portland & Seattle Dock (1000 feet)	250	"

Coaling Facilities

Pacific Coast Coal Company, shown in picture on opposite page, maintains coaling facilities with berthing space ample for largest vessels. In addition coal can be provided from lighters operated by this and several other private companies.

Fuel Oil Docks

Fuel oil docks are maintained away from the center of the city by the Standard Oil Company, Union Oil Company of California, Associated Oil Company, and the Shell Company. The General Petroleum Corporation is located above Pier number 5, Terminal number 4, and has pipe lines running to face of dock, and, through arrangments with Commission of Public Docks, oil is received and discharged at this dock. These companies operate their own steamers bringing in each year immense quantities of fuel and refined oils. Storage capacity available is 537,913 barrels of crude oil and 156,259 barrels of refined oil.

Cranes and Derricks

There are floating derricks, a 75 ton sheerleg, and unloaders varying in lifting capacity from 5 to 50 tons, and a floating machine and repair shop.

Copra Dock

Portland Vegetable Oil Mills have their own dock, 240 feet long with special equipment for the unloading of bulk copra. About 2500 tons a month will be unloaded there during the year 1923.

WITH MT

D.
Distance

Oregon has 560,000,000,000 Feet of Standing Timber

Surrounding Trade Territory

Favorable Location Portland is the natural outlet for the products of the vast hinterland comprising 264,000 sq. miles, and extending East to Idaho, Montana, and Utah.

Down Grade Haul Portland has the only water grade route through the mountains of the Pacific Coast.

Farm Area From the 10,000,000 acres of land under crops, tributary to Portland, come many shiploads of grain, fruit, and other products of the soil.

Products According to the report issued by the United States Shipping Board, about 97% of the outward cargo consists of products from this immediate territory. These products are lumber, grain, flour, wool, livestock, meats, paper, canned fruits and vegetables, salmon, and fresh fruits.

Minerals Many minerals such as phosphate rock and lead from Idaho, copper from Utah and Montana, coal from Utah and Wyoming and diatomatious earth from Eastern Oregon, move through Portland.

Markets Almost every section of the world is the recipient of some product or products of the territory tributary to Portland. The countries of the Orient buy from us the greater portion of our exports of lumber, paper and flour. Wheat, minerals, fruits—both fresh and canned—find their largest markets in Europe. Other countries take these and various other products which vary in kind and quantity according to their needs.

Aeroplane View of One of the Large Exporting Mills

Timber and Products

Portland is the largest lumber manufacturing city in the world. There are forty-five mills located on the Columbia and Willamette Rivers. These mills produce great quantities of lumber for water shipment.

In the region tributary to Portland there is standing timber amounting to 560,000,000,000 feet, with approximately one fifth of the standing timber in the United States located in the state of Oregon.

Lumber shipments from the Columbia River for the year 1922 amounted to 792,936,392 feet. This, in comparison with 536,298,929 feet shipped during 1921, shows an increase of about 50%.

Portland is the largest furniture manufacturing city in the western half of the United States.

Our manufacturing firms are shipping doors, window frames, box shooks, and office and household furniture to many ports of the world.

More than 250,000 tons of pulp paper are manufactured annually by manufacturing plants in the immediate vicinity. 82,648 tons of paper cargo were shipped from Portland by water during the year 1922 to foreign and domestic ports.

Miscellaneous Cargo Awaiting Shipment to the Atlantic Coast

Wool

Portland is the second largest primary wool market in the United States.

The largest woolen mill west of Cleveland is located in Portland, consuming annually 4,500,000 lbs. of wool. With its seven other mills in or adjacent to, Portland is the largest wool manufacturing city west of the Mississippi River.

The only worsted mill in the West manufacturing knitting yarns is located in Portland, utilizing wool grown in the vicinity.

For the year 1922, 23,789,484 pounds of wool were shipped from Portland by water, the greater part of this going to eastern United States ports.

Great quantities of wool are also imported from the Orient into Portland where they are transferred to the Inter-coastal vessels for Eastern delivery.

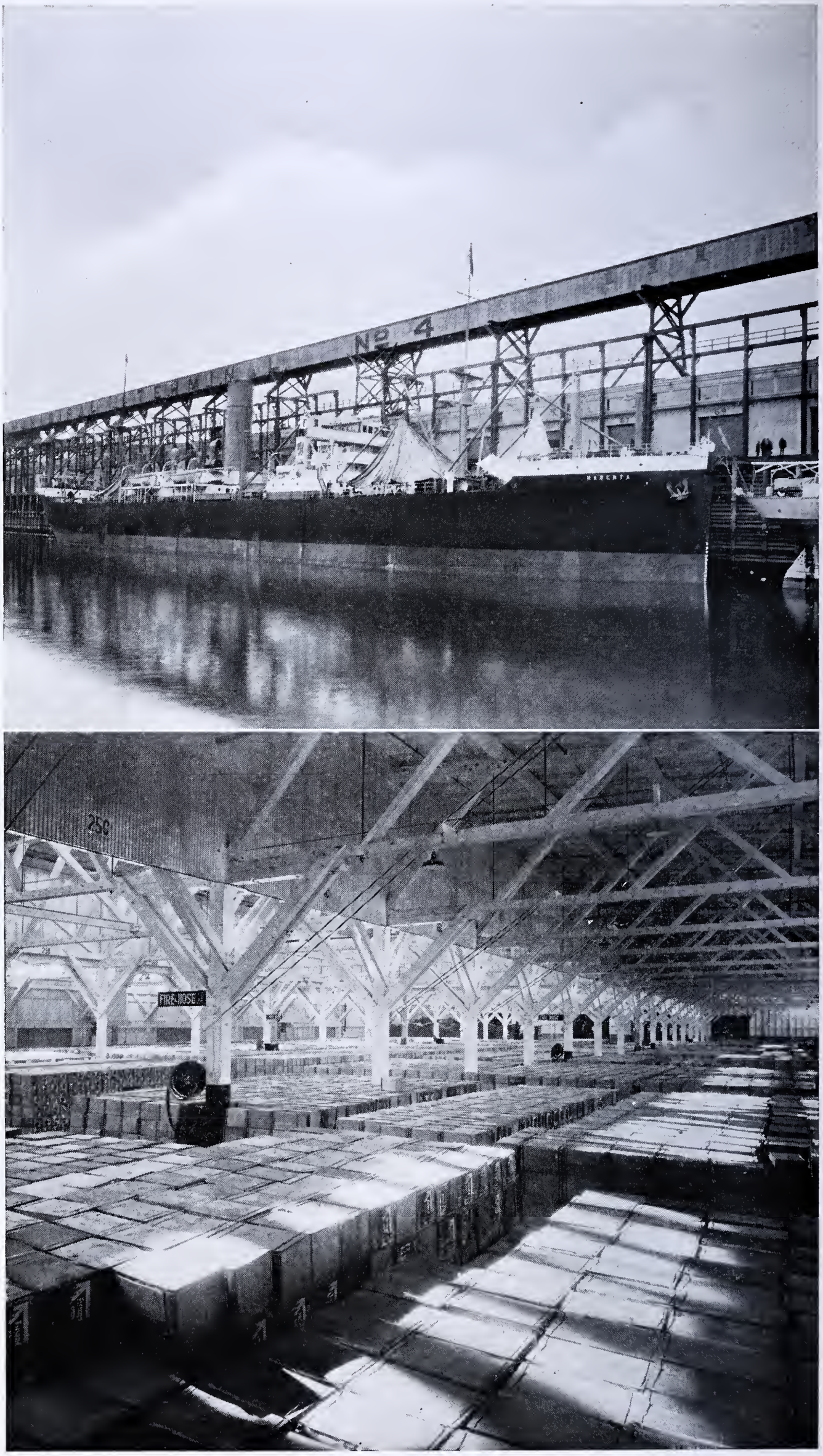
Much wool is shipped to Portland from the ranges for storage, manufacture, and annual auction. Excellent facilities for the handling of wool are available.

MUCH WHEAT IS SHIPPED FROM THE PRIVATE DOCK OF THE EXPORTER

Exports of Wheat and Flour by Customs Districts for the Year Ending June 30, 1922

CUSTOMS DISTRICTS—	WHEAT. BUSHELS.	FLOUR. BARRELS.
Galveston	50,767,858	323,859
Oregon	**35,604,454**	**1,457,987**
New Orleans	32,556,675	3,008,259
New York	18,344,907	6,442,435
Chicago	15,359,979	357
Philadelphia	14,306,436	576,917
Maryland	11,863,796	514,134
Washington	8,831,346	2,251,420
Duluth and Superior	8,341,026	2,072
Buffalo	3,700,251	680
Wisconsin	3,414,141	18,850
Sabine	2,764,100	1,956
San Antonio	1,019,090	45,493
Maine and New Hampshire	506,943	506
Michigan	292,666	54,318
Ohio	243,000	
Massachusetts	227,645	14,693
Arizona	77,048	26,564
Virginia	38,985	146,632
San Francisco	25,003	368,430
El Paso	15,252	8,498
Florida	4,901	77,623
Mobile	2,000	423,342
Montana and Idaho	6,985	7,485
San Diego	2,495	8,131
Los Angeles	2,367	3,967
Dakota	1,390	51
Alaska	333	2,733
Porto Rico		9,245
Miscellaneous	19	182
Total	308,321,091	15,796,819

Report of Bureau of Foreign and Domestic Commerce.



PORTLAND IS THE LARGEST APPLE SHIPPING PORT ON THE PACIFIC COAST

Fruits

Portland leads the ports of the Pacific in the shipment of apples. During the 1922-3 season, approximately one million boxes moved over the docks, most of which were consigned to British ports, while smaller shipments were sent to Denmark, France, South America, the Orient, and Eastern ports of the United States.

These apples were grown in Hood River, Rogue River, and Columbia River valleys, in Eastern Washington, and Southern Idaho.

Our dried prune shipments for the year 1922 amounted to 31,252,741 pounds.

Oregon is famous for her small fruits. The loganberry grows to perfection only in the Willamette valley of this state. It is used as food, and when crushed the juice makes an excellent beverage. Many other small fruits, such as red raspberries, strawberries, blackberries, cranberries, gooseberries, grapes, and currants, are very prolific in their growth and are financial assets to the state.

During the year 1922, fruit packers manufactured 1,565,348 cases of fruit valued at approximately $11,250,000, of which about 60% was distributed to Eastern and Foreign markets by water.

WHEAT, FLOUR AND LUMBER CONSTITUTE THE BULK OF PORTLAND'S EXPORTS

Foreign Overseas Traffic
Principal United States Port Activities
Cargoes Loaded and Discharged

Fiscal Year Ending June 30, 1922.

RANK IN U. S.	PORT	TOTAL CARGOES LONG TONS	RANK IN U. S.	OUTBOUND LOADED LONG TONS	RANK IN U. S.	INBOUND CARGO LONG TONS
1	New York	19,000,541	1	9,263,471	1	9,737,070
2	New Orleans	7,260,497	2	4,063,337	3	3,197,160
3	Baltimore	5,194,615	3	2,846,968	5	2,347,647
4	Philadelphia	5,148,280	4	2,477,795	4	2,670,485
5	Port Arthur	4,795,339	8	1,453,932	2	3,341,407
6	Galveston	3,790,818	5	2,187,153	7	1,603,665
7	Baton Rouge	2,395,197	10	833,336	8	1,561,861
8	Boston	2,365,224	17	439,746	6	1,925,478
9	Norfolk	2,273,436	6	1,751,627	11	521,809
10	San Francisco	2,101,028	9	1,338,816	9	762,212
11	Portland, Ore.	1,550,852	**7**	1,504,908	32	45,944
12	Seattle, Wash.	849,909	12	652,987	20	196,922
13	Newport, News	822,332	11	799,229	34	23,103
14	Fall River	757,005	37	41,337	10	715,668
15	Portland, Me.	744,371	13	485,923	13	258,448
16	Texas City	732,436	14	474,772	14	257,664
17	Tacoma	645,111	16	446,110	19	199,001
18	Mobile	625,387	20	409,709	18	215,678
19	Sabine	603,422	19	412,752	21	190,670
20	Tampa	557,712	18	418,672	25	139,040
21	Los Angeles	554,746	21	372,262	23	182,484

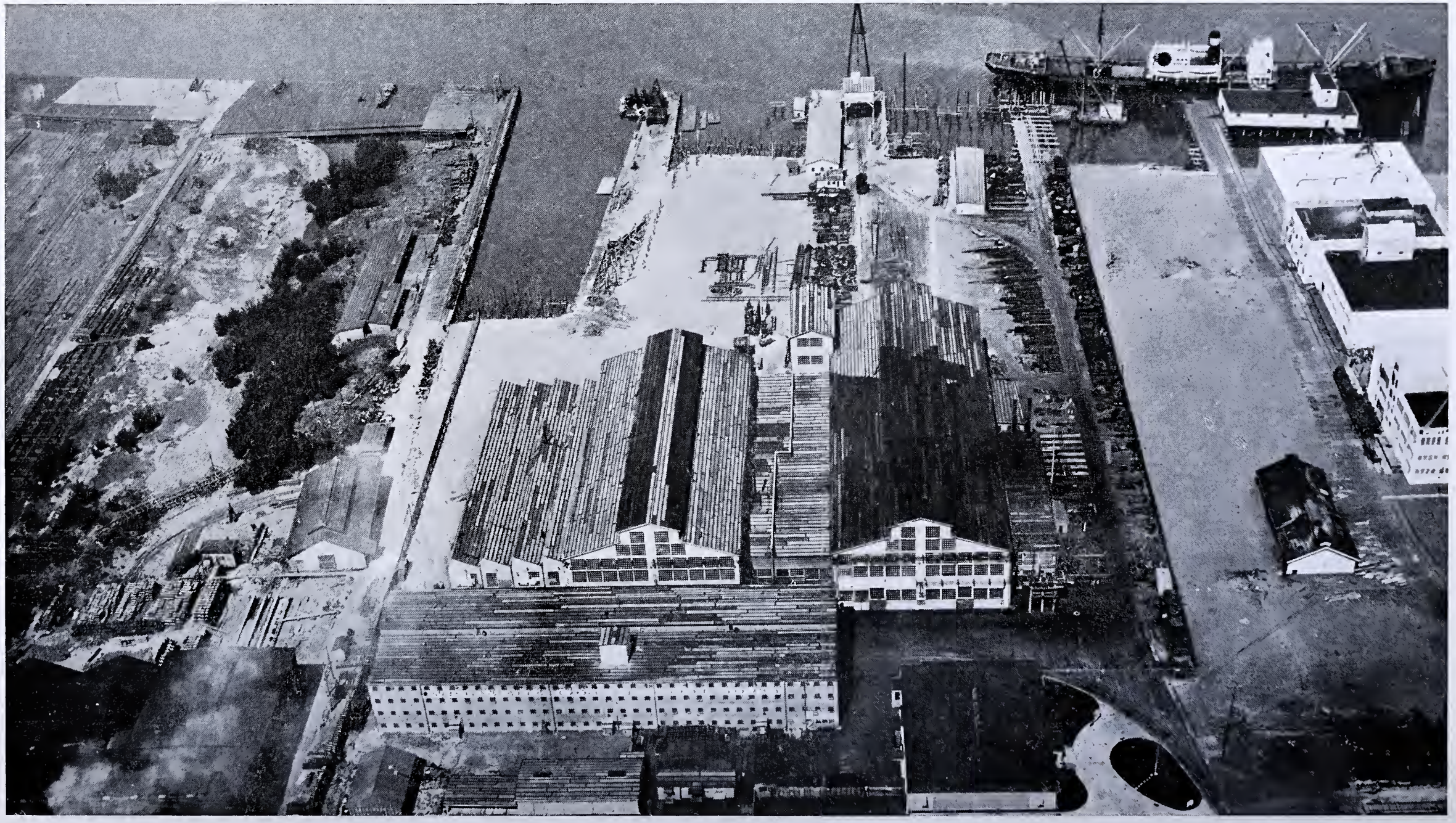
U. S Shipping Board Bureau of Research

Pacific Coast Outgoing foreign cargoes for same period.

		LONG TONS			LONG TONS
1	Portland	1,504,908	3	Seattle, Wash.	652,987
2	San Francisco	1,338,816	4	Tacoma, Wash.	446,110
					LONG TONS
			5	Los Angeles	372,262

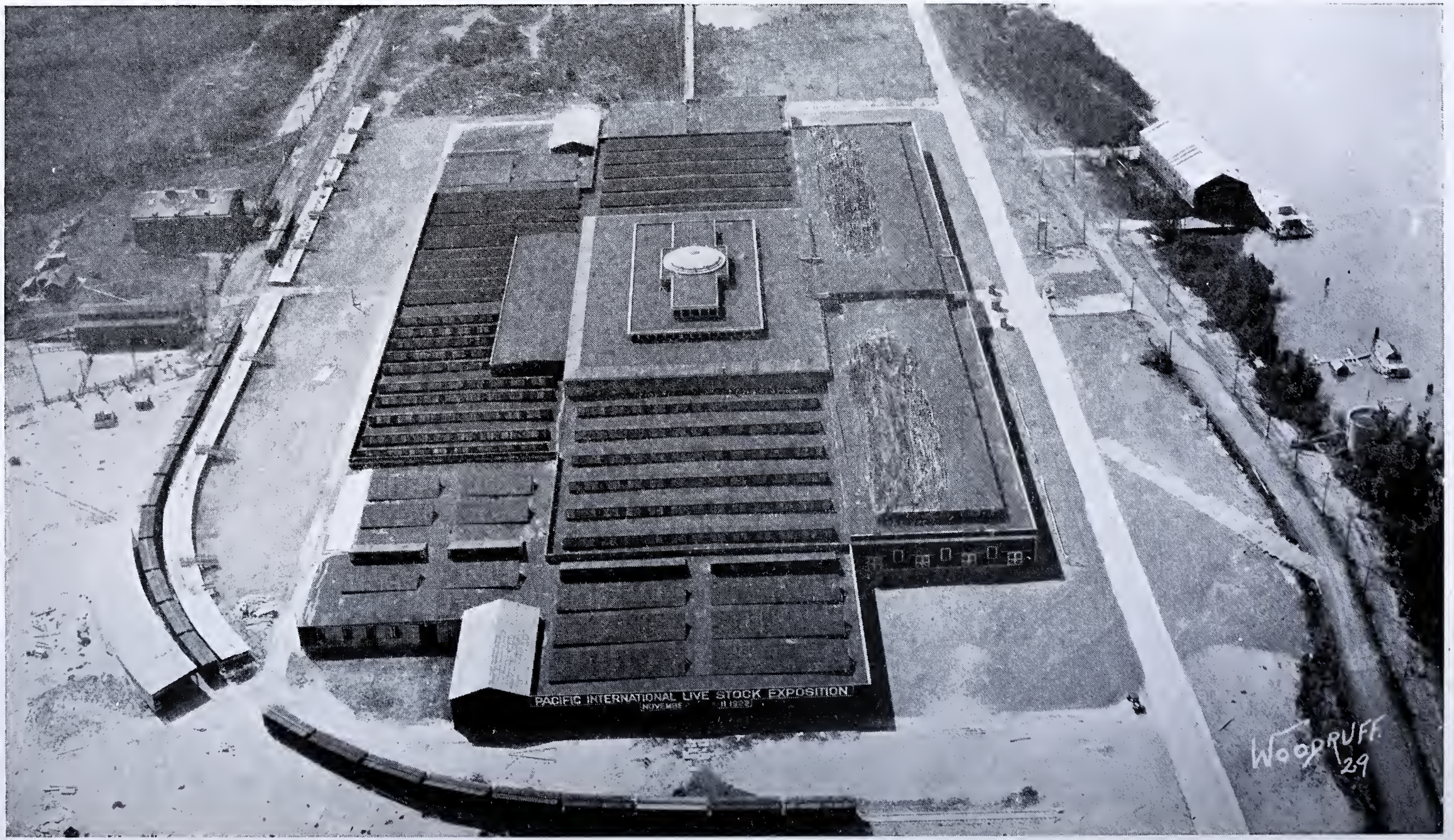
Flour is Shipped in Large Quantities

JAPANESE SHIPS RECEIVING CARGO OF GRAIN AT PORTLAND



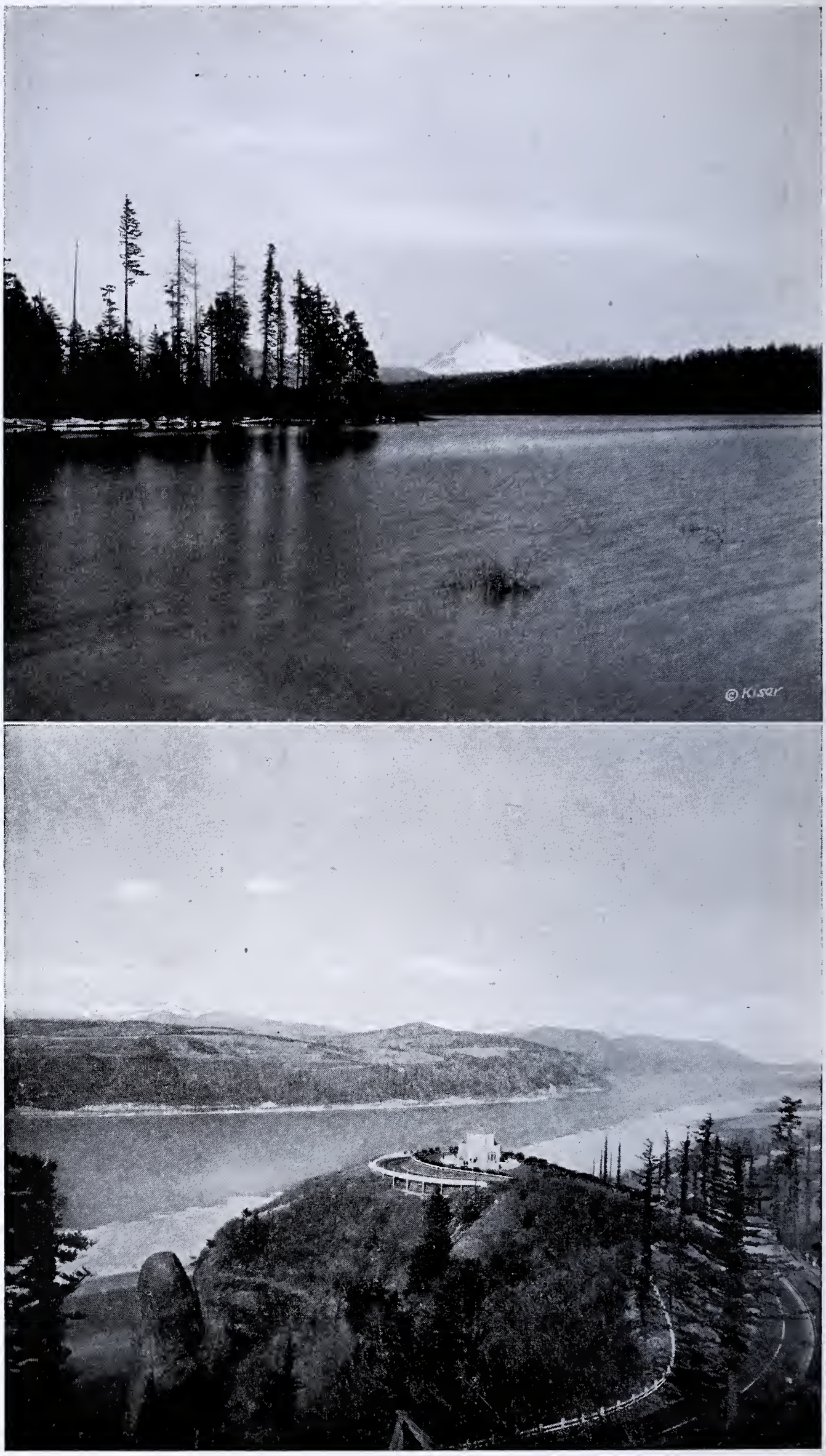
Machinery used in Logging Industry of Oregon is Manufactured in Portland

A Large Tonnage of Copra is Brought in Each Year



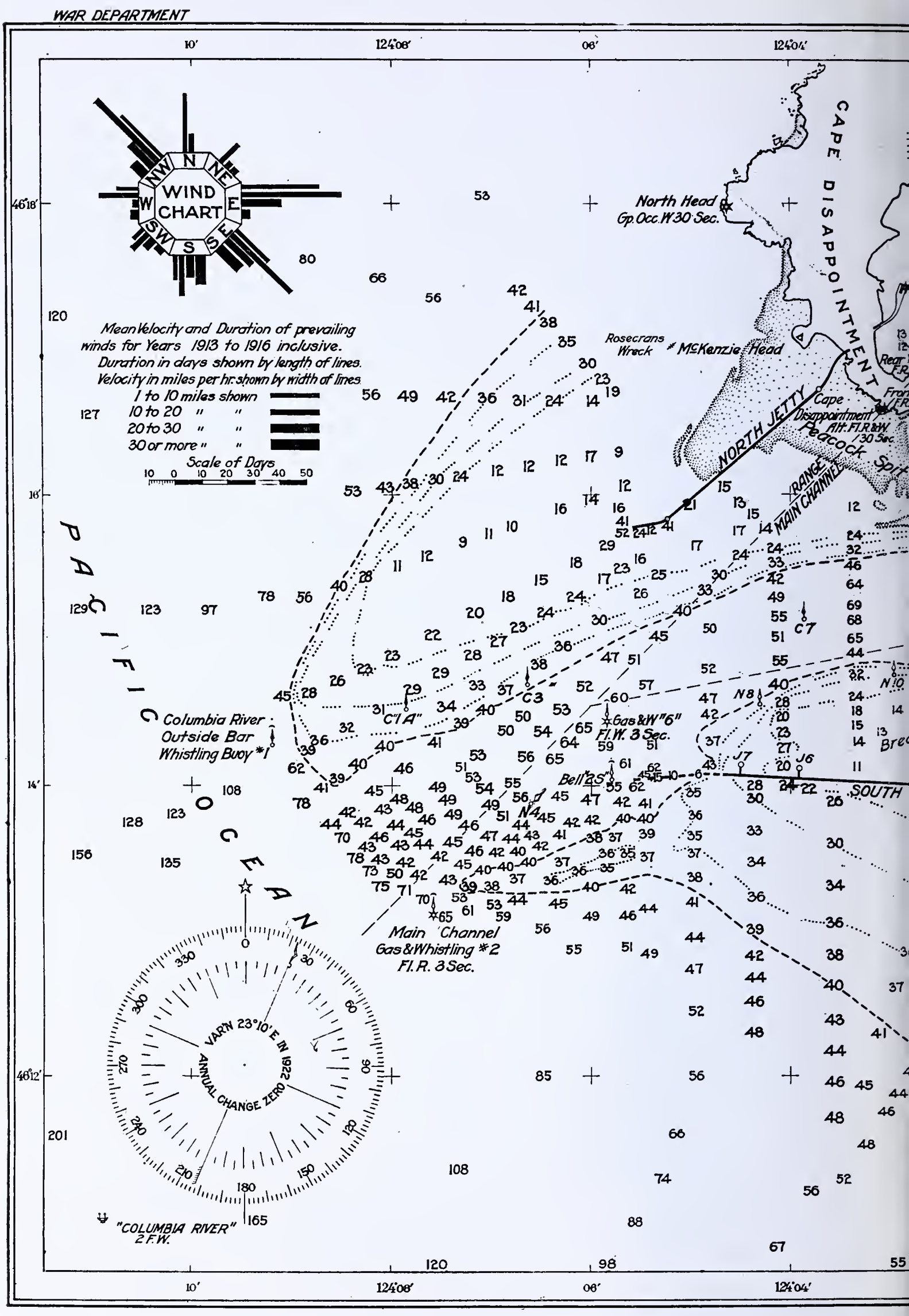
PORTLAND IS THE LIVESTOCK CENTER OF THE WEST

A Study of the Pacific Coast by Means of Atlantic Coast Comparison

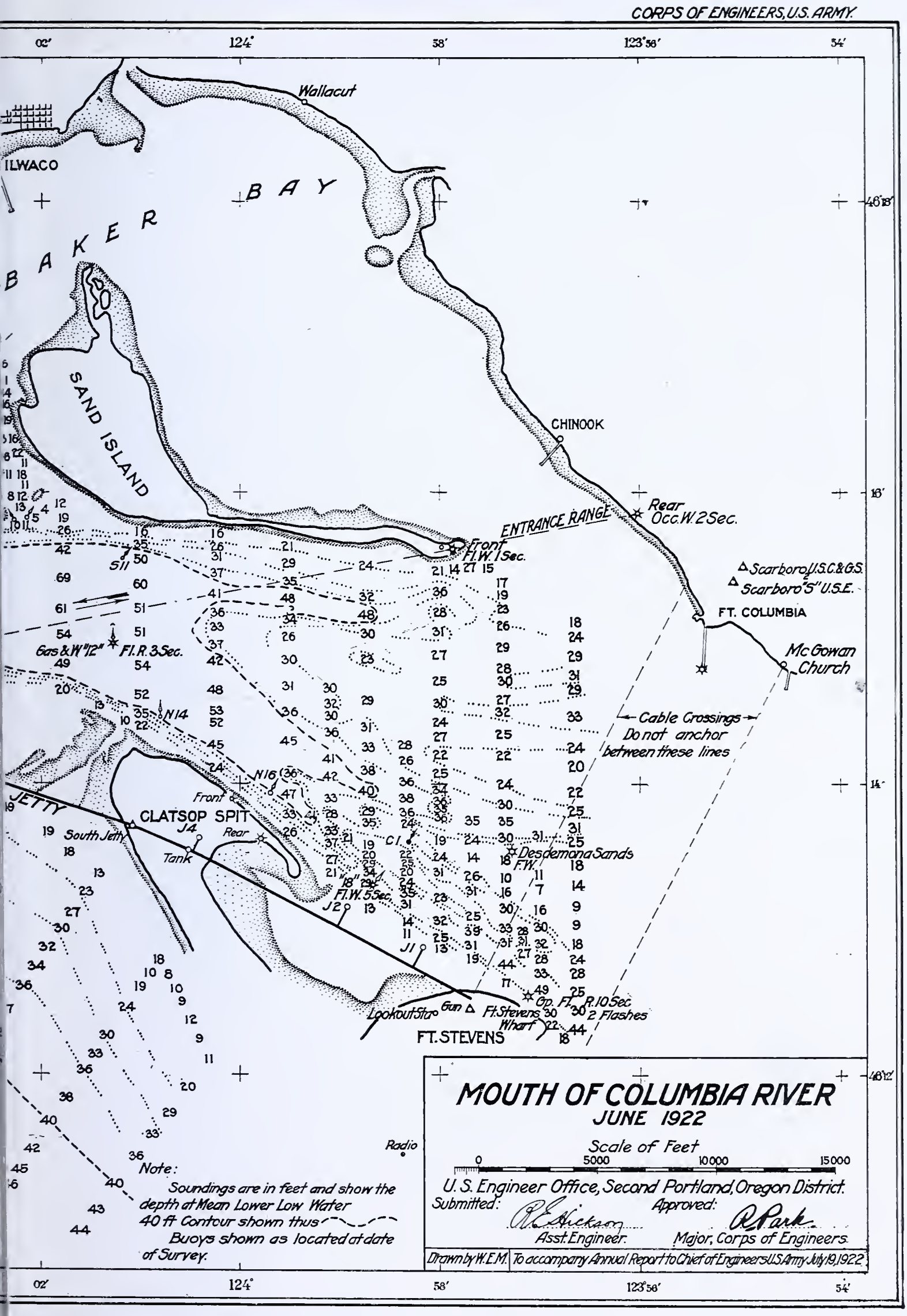


SCENIC ATTRACTIONS IN OR NEAR PORTLAND ARE MANY AND VARIED

VIEWS ON THE FAMOUS COLUMBIA RIVER HIGHWAY



U. S. Coast and Geodetic Survey Chart



COLUMBIA RIVER ENTRANCE CHANNEL

PRESS OF
INDEPENDENT PRINTING CO.
PORTLAND, OREGON

MUNICIPAL TERMINAL No 1